

# Radio Control Flyers Unlimited

## Flight Plan

### AMA Charter # 1442

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Vice President: Dave Vickers 209-969-4161  
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[www.rcflyersunlimited.com](http://www.rcflyersunlimited.com)

### Current News

Pattern Fly scheduled for 10/22/16 and 10/23/16. Dick Belden contact person. We will need volunteers for lunch etc.

We have an update on the next swap meet. The planned date is March 25 2017. Further information will be stated in future newsletters.

As issue that was brought up in the last club meeting. Some flyers have been flying while on the active flight line. We understand that is done while flying a high alpha (hovering) maneuver. The problem is, it is a violation of our safety rules. All flying is to be conducted on the south side of the safety fence with the aircraft flying on the north side of the fence. Please understand, we may not like all of the safety rules, but by being members of the club, we have agreed to comply with all rules and regulations of the club and the AMA. But allowances can be made under certain circumstances. Club safety rules can be modified during club events if it is part of that event and can be done safely. Also under limited circumstances, you may fly while on the flight line if you and your immediate group are the only ones at the field and can do it safely. If other flyers are at the field and are not part of your group, all flying shall be conducted in accordance with the stated safety rules.

### **PILOTS CORNER**

#### **Some model building tips and tricks**

as seen on [www.wrightflyersrc.com](http://www.wrightflyersrc.com)

#### **Installing control horns**

When installing control horns onto control surfaces the screwdriver invariably slips. The result is a hole poked into the covering material or a gouge in the balsa. There is a simple tool you can make that will eliminate this damage. Take a small piece of thin plywood and cut a rectangular opening in it just slightly larger than the base of the control horn. Place this opening around the control horn base before tightening the mounting screws. Now when the screwdriver slips there will be no damage to your new aircraft! (Courtesy Fred H., Derby Radio Control Club, Derby Kansas)

#### **Mark Hinges**

When using CA hinges use a marker to draw a black line across the middle of the hinge. This way you can tell if the hinge is being pushed into the wing when you put on the aileron. I have had some hinges do this and end up with a sixteenth of an inch in the aileron and the rest in the wing, not very strong. If you can't keep the hinge from being pushed into the wing stick a pin through the middle of the hinge it will not weaken the hinge at all.

#### **Fiberglass Hint**

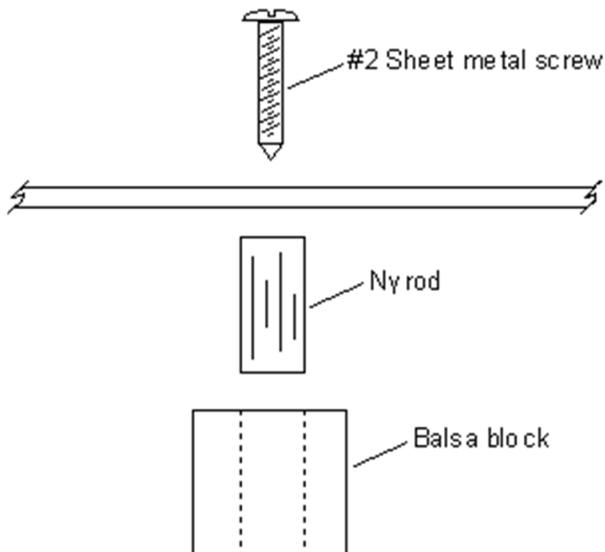
How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the

fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom).

This may require that you have to pull the cloth taught, but don't overdo it! Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. there you have it!

### **COWL AND CANOPY MOUNTING**

Referring to the photo below, glue balsa blocks in the proper locations desired for mounting your cowl or canopy. Drill an appropriately sized hole through the cowl and into the balsa block. Drill out the balsa block to accept Nyrod. Press a short length of Nyrod in the hole and wick thin CA around the Nyrod. You now have a very vibration-proof mounting method that will undoubtedly outlast your model.



### **Vertical Fin Alignment**

To get a fin in correct alignment with a fuselage, try using thread. Make sure you have an accurate center mark near the top-front of the fuselage, and tack-glue a long piece

of thread to the top near the nose, a distance from the centerline equal to half the thickness of the fin. Run the thread back to the tail, and hold it against the side of the fin. The thread should touch the side of the fin evenly overall. If it doesn't, then rotate the fin until it does, then tack glue the fin into place, reinforcing it later. Last, remove the thread you tack-glued.

### **Balancing Planes**

Here's a good way to balance airplanes. While building your plane, insert a half-inch square piece of plywood where the balance point should be. For a low wing, this should be on the bottom of the wing, and for a high wing this would be on top of the wing (Note: sometimes something will be in the way, like a canopy, and you can't use this technique). When the plane is finished, put a small hook into the plywood and suspend the plane with wire or string. This way you can check the fore-aft balance AND the lateral balance at the same time (Note: a low wing will be suspended inverted).

### **Fiberglassing Wing Centers**

Whenever I fiberglass a wing center section, I've found it's difficult to get the fiberglass cloth to lay flat after it's been folded in a bag. Here's two ways to make this easier: (1) Use thin CA to tack it down. You may saturate the whole cloth with thin CA, or apply epoxy. On foam wings, make sure you use CA safe for foam. (2) Give the cloth a light spraying of 3M Spray Adhesive, then apply it to the wing. I've found this method to work extremely well, and it's safe for foam. Then apply the epoxy as usual.

### **Cutting Dowels Straight**

When cutting a dowel, it's easy to make the cut crooked. To help ensure a nice 90-degree end, especially on larger diameters, try rolling the dowel into the bandsaw or scrollsaw blade.

### **Firewall Fuelproofing**

Firewalls of planes are normally coated with epoxy to help prevent fuel and oil damage to the wood. On planes with no cowling, apply a coat of epoxy on the firewall after you cover the plane with film covering. Make sure the film overlaps a little onto the firewall. This way the epoxy seals the edges of the film covering. Besides, most film adheres better to wood than epoxy, so that's

another plus.

### **Installing Triangle Stock**

For me, triangle reinforcements have always been difficult to handle due to their shape, especially if they're coated with epoxy.

Try sticking your Xacto knife loosely into one end of the triangle. Then lay it on the

bench so that the wide part of the triangle (the hypotenuse) is against the benchtop. Now apply the epoxy or other adhesive to the sides that will contact the airframe.

Next, by using the knife handle, insert the triangle into position in the airframe. Press down with your finger onto the wide side that has no glue, and carefully slide the knife out of the piece.

This way you can cleanly install triangle stock, and not get any glue on your fingers.

### **For Sale**



### **For Sale**

**35cc Aeroworks EXTRA 260 QB ARF new in the box**

**With DLE 35 RA and its ignition**

**3" Tru Turn Spinner**

**Two JR DS9411 Servos each with 1.25" JWB servo arm for elevator**

**One Hitec 7985 MG with 3" JWB double servo arm for pull-pull rudder**

**One Hitec 525 servo for throttle**

**Two Hitec 7985 MG each with JWB servo arm for ailerons**

**One RCXL Optical Kill**

**Two Zinger Pro 20 x 8 props**

**One Xoar 20 x 8 Prop**

**Dubro 24 oz. tank**

**Engine and Servos were used in another plane.**

**Everything you need to build this plane and enjoy!!!!**

**Over \$1600 invested asking \$1300.**

**Contact Gary Oehrle 925-449-9291**

**The September Club meeting is scheduled for:  
Thursday, September 8, 2016 at 6:00 pm  
at Casa De Modesto, 1745 Eldena Way, Modesto**